

power of academic diplomacy. While at UC Davis, he promoted study abroad programs and the importance of international engagement in the Middle East. He believed that being exposed to new cultures and new ways of thinking can foster dialogue and greater understanding. Currently, students are able to participate in numerous study abroad programs such as the UC Davis Quarter Abroad or Summer Program, a Seminar Abroad Program, or even hold an internship abroad. Today, the Larry N. Vanderhoef Scholarship for Study Abroad, named for his legacy, continues to make these unforgettable opportunities open to Davis students.

Due to his many accomplishments in the Davis community, Chancellor Vanderhoef was granted numerous awards for his dedication and commitment to higher education. The Chancellor was named Sacramento of the Year in 2004 by the Sacramento Metropolitan Chamber of Commerce, and in 2006, he was presented with the Northern California International Leadership Award and was elected as an honorary member of the World Innovation Foundation.

I am deeply honored to have known Chancellor Larry Neil Vanderhoef and to pay tribute to a great visionary who dedicated his life to public service and to the people of Davis. There is little doubt that Chancellor Vanderhoef's presence was felt throughout the entire community. He left a remarkable legacy, which will not soon be forgotten. It is my sincere hope that the students and faculty at UC Davis will embody the Chancellor's spirit and continue to carry his legacy with them throughout their lives. It is leaders like Chancellor Vanderhoef who inspire change and make the most impact on those around them.

#### PERSONAL EXPLANATION

#### HON. JERRY McNERNEY

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, October 27, 2015*

Mr. McNERNEY. Mr. Speaker, I was necessarily absent from the House on October 23, 2015. Had I been present, I would have voted NO on H.R. 3762 (Roll Call 568). I would like the record to accurately reflect my stance on this issue.

#### HONORING PORTUGUESE-AMERICAN COMMUNITY CENTER 85TH ANNIVERSARY

#### HON. ELIOT L. ENGEL

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, October 27, 2015*

Mr. ENGEL. Mr. Speaker, the city of Yonkers has been privileged for 85 years to be graced with strong community commitment from the Portuguese-American Community Center. With gratitude, it is an honor to congratulate them on their anniversary.

The Center was inaugurated on October 5, 1930 under the name "Clube Social Portugues." Originally, the "Centro Social Portuguese-American Citizens & Yonkers Portuguese American Club", the PACC dignified the lives of Portuguese immigrant families

throughout Yonkers, weaving families into a strong community. On the 30th Anniversary of its founding, the Center settled on "Portuguese American Community Center, Inc."

Early in the club's existence, under the presidency of the Ambassador of Portugal, Dr. Joao Bianchi, a language school called "Escola Joao de Deus" was opened to help the local children.

After decades of success, in 2012 "Escola Joao de Deus" joined the "Instituto de Cames," an entity of the Portuguese Government, which oversees the teaching of Portuguese abroad. To this day, the school plays a huge role in the Portuguese-American Community Center's role in the neighborhood.

Faithful to its founding principles, the Center continues its independent streak of focus towards the community rather than towards political organizations or religious sects. It also keeps the youth physically active by having a soccer team department, "Portuguese Stars," with over 65 children enrolled.

On October 3rd, the Portuguese-American Community Center will be hosting its 85th Anniversary Gala-Diamond Jubilee. I congratulate them on the occasion and wish them another 85 years of great success in Yonkers.

#### INTRODUCTION OF BANNING THE USE OF ELECTRONIC CIGARETTES ON AIRPLANES ACT OF 2015

#### HON. ELEANOR HOLMES NORTON

OF THE DISTRICT OF COLUMBIA

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, October 27, 2015*

Ms. NORTON. Mr. Speaker, I rise to introduce the Banning the Use of Electronic Cigarettes on Airplanes Act of 2015. The bill prohibits the use of electronic cigarettes and vaping devices on commercial airplanes by including use of these devices within the definition of smoking. Smoking tobacco products on commercial airplanes has been banned for years, but with the increase in use of electronic cigarettes and vaping devices in their place, it is necessary to update our laws to reflect this new nuisance and health risk on airplanes. The Federal Aviation Administration (FAA) issued a Notice of Proposed Rulemaking (NPRM) in 2011 ban the use of these devices, but four years later, no progress has been made. Therefore, Congress should step in to legislatively resolve the issue.

Electronic cigarette use has increased over the last decade with the increased education of the general public about the dangers and public health threats caused by traditional cigarettes to smokers and nonsmokers alike. For example, between 2010 and 2011, e-cigarette use among adults doubled. Researchers and public health experts have voiced concerns over the use of electronic cigarettes because there are still so many unknowns about the chemicals these devices can produce. The American Lung Association (ALA) has cited many concerns about the lack of regulation of e-cigarettes because they are on the market while the potential harm from secondhand e-cigarette emissions is unknown. ALA has identified two studies that show formaldehyde, acetaldehyde, benzene, tobacco-specific nitrosamines, and other harmful irritants coming from e-cigarette emissions. In addition, the

temperature of an e-cigarette can affect how many harmful the chemicals are, but with no configuration standards, it is too difficult to uniformly assess the health effects of smoking e-cigarettes. The Food and Drug Administration (FDA) issued a proposed rule in 2014 that would extend new regulatory authority to e-cigarettes by subjecting e-cigarettes to registration and product listing requirements, restrictions on marketing products prior to FDA review, and a prohibition on providing free samples like with traditional tobacco products.

This year we celebrate 25 years since legislation was passed banning smoking on domestic flights in the United States. In the 1960s, the U.S. Surgeon General identified smoking as a cause of increased mortality and by 1986, the U.S. Surgeon General had named secondhand smoke a serious health risk. The National Academy of Sciences, in its report "The Airliner Cabin Environment: Air Quality and Safety," recommended a ban on smoking on all domestic commercial flights. The Association of Flight Attendants can be credited with urging the smoking ban due to the negative health impacts flight attendants suffered working in cramped, closed-off spaces when a third or more passengers smoked in-flight. Congress used this information to include an amendment authored by then-Representative DICK DURBIN (D-IL) in the Federal Aviation Act that made domestic flights of two hours or less smoke free. By 1990, this smoking ban was extended to all domestic flights of six hours or less, and, in 2000, the Wendell H. Ford Aviation Investment and Reform Act made all flights to and from the United States smoke-free. All of this was done even in the face of the strong tobacco industry's opposition because of the undeniable health impacts of cigarettes and cigarette smoke. Many flyers do not remember a time without "No Smoking" signs located throughout a commercial airplane.

In 2011, the U.S. Department of Transportation issued its NPRM to prohibit the use of e-cigarettes on U.S. airplanes. Under current FAA policy, battery-powered electronic cigarettes, vaporizers, vape pens, atomizers, and electronic nicotine systems are prohibited in checked baggage, and the FAA recommends that such devices only be carried in the aircraft cabins because of safety issues. It is up to individual airlines to ban their use. Some airlines have already taken the initiative to institute a ban on the use of electronic cigarettes, but legislation is necessary to make this update applicable to all airlines, and permanent.

The current smoking ban applies to the smoking of tobacco products on all scheduled passenger flights and on scheduled passenger flight segments on foreign air carriers in the U.S. and between the U.S. and foreign countries, unless a waiver is granted based on bilateral negotiations. The Banning the Use of Electronic Cigarettes on Airplanes Act of 2015 will amend the statutory definition of smoking located in 49 U.S.C. 41706 to include the use of electronic cigarettes, defined as "a device that delivers nicotine or other substances to a user of the device in the form of a vapor that is inhaled to simulate the experience of smoking."

I urge my colleagues to join me in supporting this bill.